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Utah Highway Patrol's Quarterly Report on Critical Accountability and Dashboard Outcomes

2018
January-June





Colonel Michael Rapich, UHP Superintendent



Major Mark Zesiger

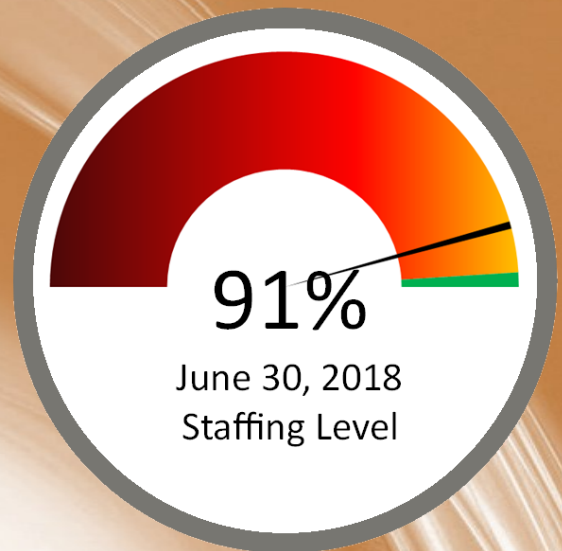
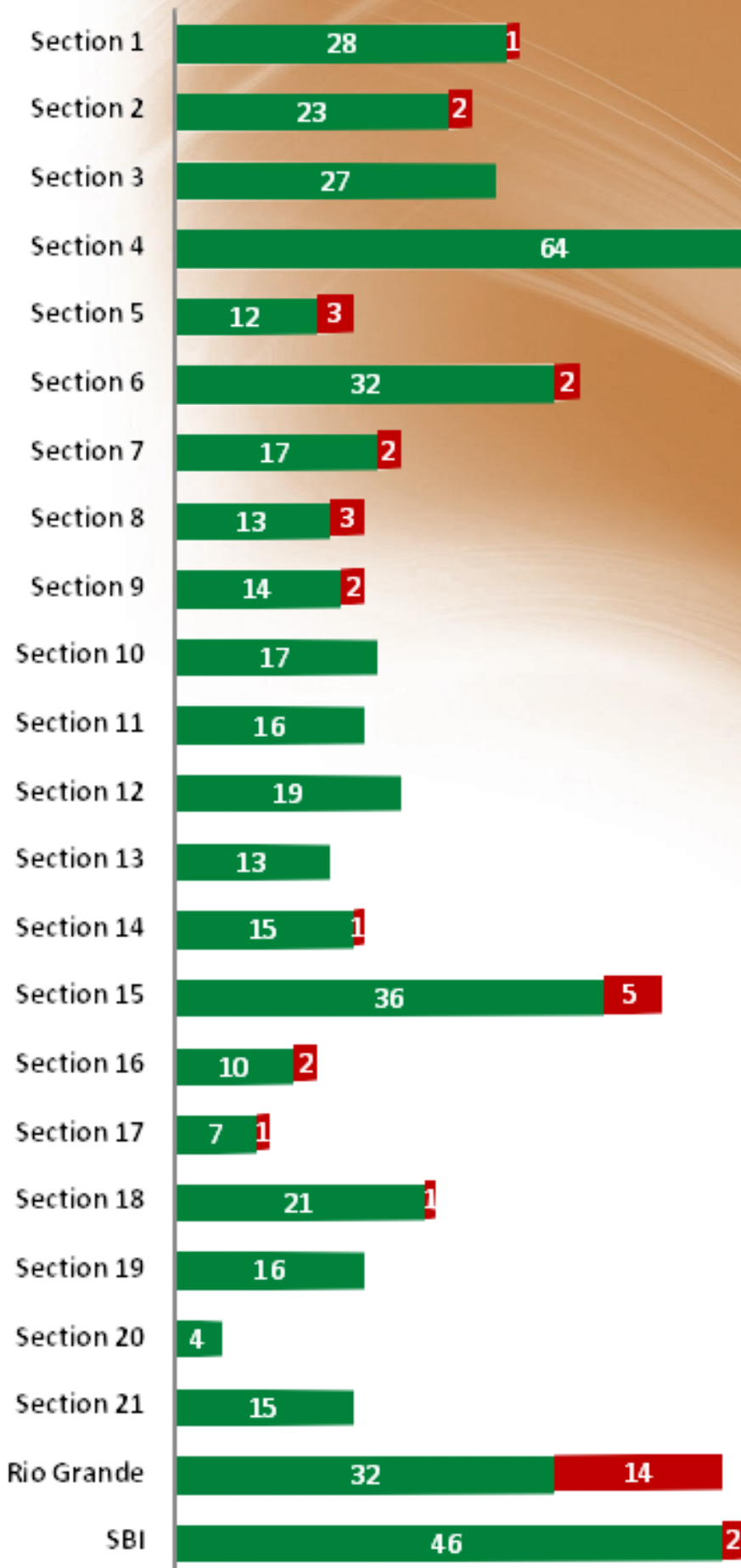


Major Jess Anderson

Our Mission: *Our mission is to provide quality police services and to protect the constitutional rights of all people in Utah.*

The Utah Highway Patrol believes in taking advantage of new information and communication technologies to effectively reduce traffic-related fatalities and injuries and remove criminal activity, and also continuing the knowledge-building trajectory for our staff. We strive to find outstanding recruits to fill vacancies, and to provide the equipment, training and resources to enable Troopers to return home safely each day. We also believe it is paramount to share our accountability and dashboard measures with those we serve, empowering them with information to understand, appreciate, and trust the agency and staff to do the right thing for all people in Utah. We hope you find this Quarterly Review of Critical Accountability and Dashboard Outcomes interesting and informative.

Staffing Level and Shortage, By Section



Staffing Information

The Utah Highway Patrol's staffing level is authorized by the Utah Legislature, and our goal is to maintain the number of Troopers at 98% or above. Staff turnover resulting from retirement or resignation is difficult to anticipate, and the on-boarding process to hire new members is detailed and lengthy. For example, to hire a successful candidate with previous law enforcement experience and get them working on the road is a 3 month process. A successful candidate with no previous law enforcement experience or certification requires an 8 month investment before they are ready to work on the road, and then under very close supervision.

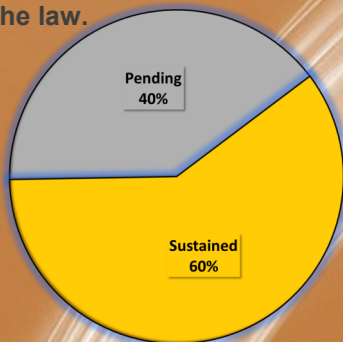
Accountability Measures

“The Utah Highway Patrol will proactively set the standard for excellence and professionalism in law enforcement through our sincerity and honesty, far exceeding the standards set for law enforcement.” Colonel Michael Rapich



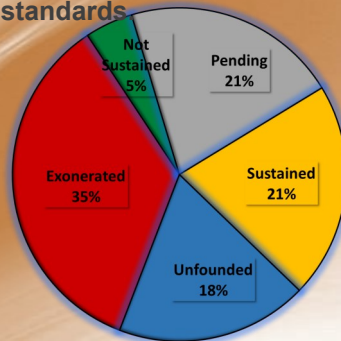
5 Category I Inquiries

Trooper is suspected or accused of dishonesty, moral turpitude or breaking the law.



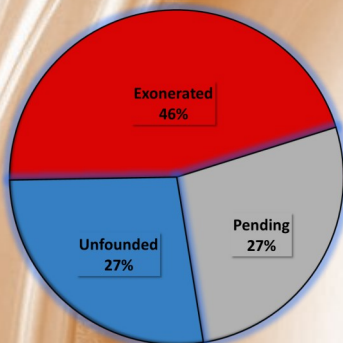
43 Category II Inquiries

Trooper accused/suspected of violating policy and procedure or peace officer standards.



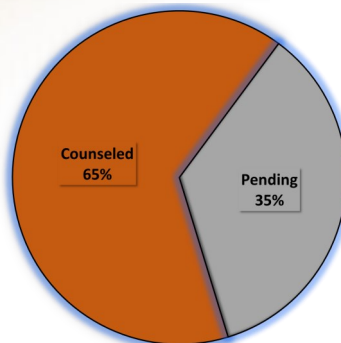
11 Citizen Inquiries

Question or general inquiry about a Trooper's action.



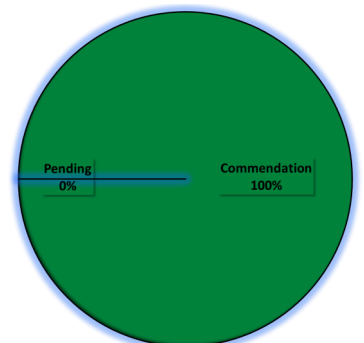
37 Coaching/Counseling

Coaching/counseling on style, work performance or socially acceptable behaviors.



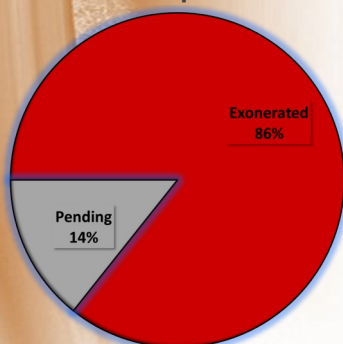
303 Commendations

Person has contacted UHP and related a positive experience with a Trooper.



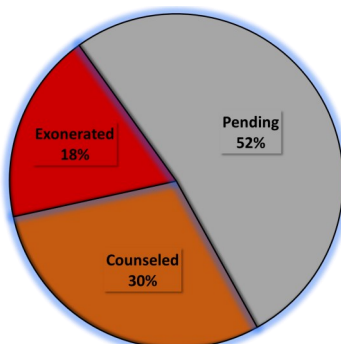
7 Use of Force Reviews

Trooper has been involved in a situation where force was used on a person.



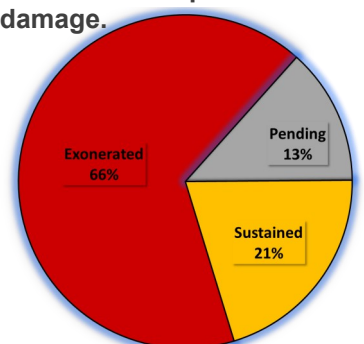
41 Vehicle Pursuits

Review of every pursuit to determine if policy was followed.



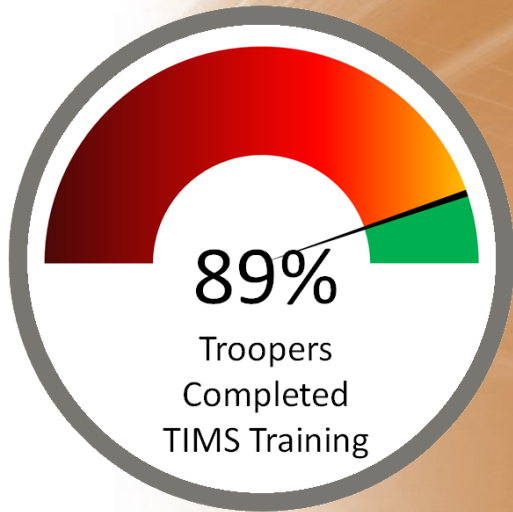
98 Patrol Cars Damaged

Determination whether a Trooper may reasonably have avoided patrol vehicle damage.



Training Benchmarks Dashboard

"The Utah Highway Patrol is continually improving our professionalism and performance through proactive investment in education and training for our Troopers." Colonel Michael Rapich

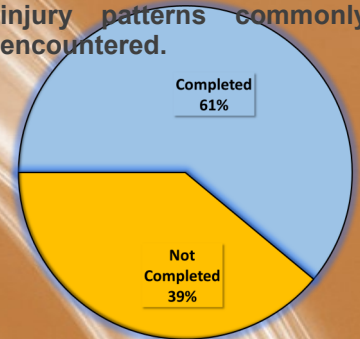


TIMS Training

Traffic Incident Management is a planned, coordinated multi-disciplinary process to clear traffic incidents and restore traffic flow safely and quickly.

TCCC Training

Tactical Combat Casualty Care is evidence-based casualty care based on injury patterns commonly encountered.



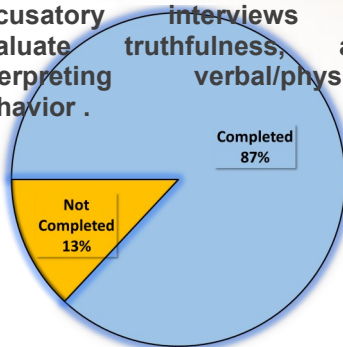
Below 100 Training

Five tenants to eliminate the incidence of preventable duty deaths and injuries with an emphasis on mindset and tactical awareness.



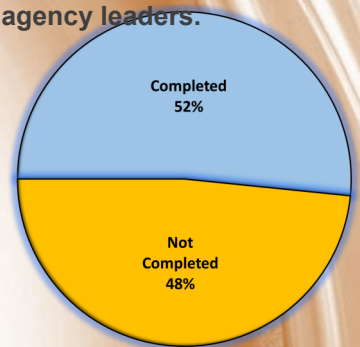
Interview and Interrogation

Using factual analysis and its application in interviews/interrogations, conducting non-accusatory interviews to evaluate truthfulness, and interpreting verbal/physical behavior.



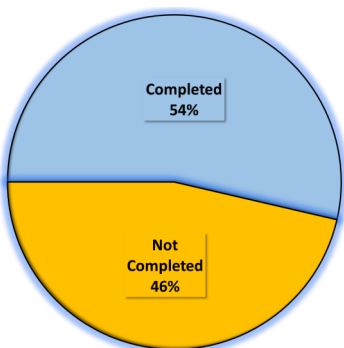
LPO Training

Leadership in Police Organizations or (LPO) promotes a pool of future agency leaders.



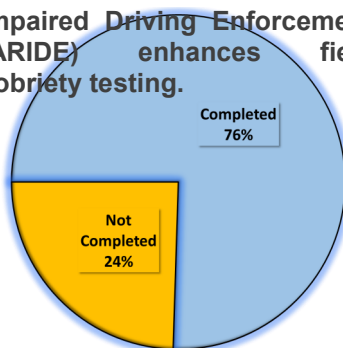
Courtroom Testimony

Prepare Troopers for professional criminal prosecution.



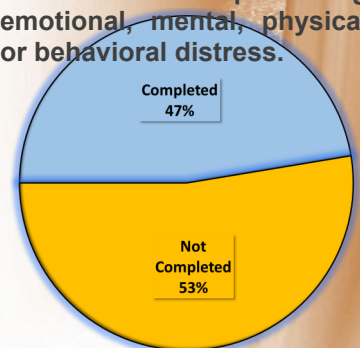
DRE/ARIDE Training

Drug Recognition Expert (DRE) identify drug-impaired drivers, and Advanced Roadside Impaired Driving Enforcement (ARIDE) enhances field sobriety testing.



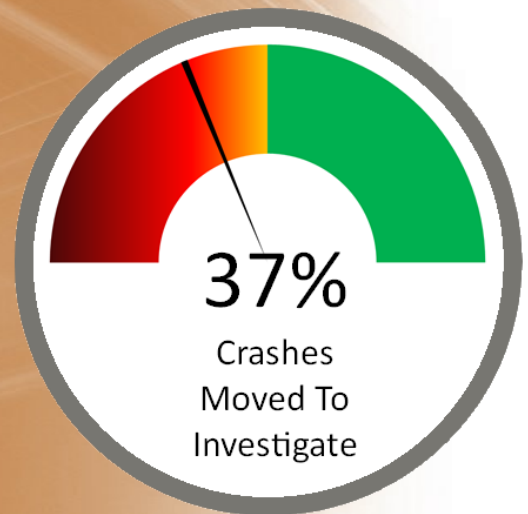
Crisis Intervention

Increase the effectiveness of Troopers interacting with individuals experiencing emotional, mental, physical or behavioral distress.



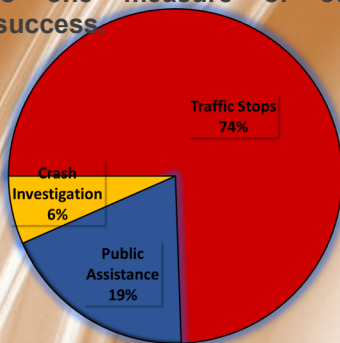
Trooper Activity Dashboard

"The Utah Highway Patrol wants to meet the police service needs of every person we encounter through our professional manner, while increasing the safety on Utah roads by stopping those who exhibit dangerous driving behavior." Colonel Michael Rapich



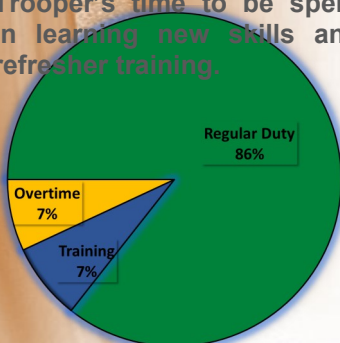
178,670 Roadway Contacts

Protecting, assisting and educating the public on Utah's roadways is a cornerstone of the Utah Highway Patrol's purpose, and contacts with motorists is one measure of our success.



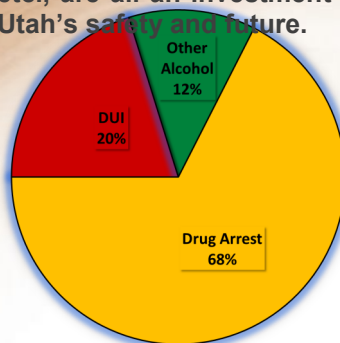
530,599 Hours Worked

Troopers' are scheduled to maintain consistent coverage statewide, but often staffing shortages require overtime work, as do holidays, special events and local conditions and account for a large portion of time worked. UHP believes that training is also critical, and plan for about 10% of a Trooper's time to be spent in learning new skills and refresher training.



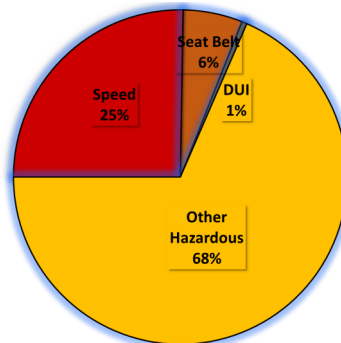
7,307 Alcohol/Drug Arrests

Removing dangerous alcohol and drug-impaired drivers from Utah roadways, and increasing interdiction efforts to stop the illegal drugs, human trafficking, etc., are all an investment in Utah's safety and future.



132,999 Traffic Violations

Roadway contacts are most often the result of an observed violation of Utah traffic laws or unsafe driving behaviors. Speeding is the most common violation, followed by a group of other hazardous violations such as distracted or aggressive driving.



11,770 Crashes Investigated

Crash investigation is an important tool to identify the causes of the crash and use the information to plan future road infrastructure changes and appropriate educational/enforcement efforts. However, crash investigation also causes traffic congestion and often results in secondary crashes due to slow downs. Quickly moving all involved vehicles from the roadway to a an off-roadway location (when possible) is an investment in motorist and Trooper safety. Through road signage and educational media efforts, motorists are encouraged to move fender-bender crashes off the roadway, and dispatchers and troopers are also trained to assess and organize moving the crash investigation, if appropriate. We measure our success with this metric.



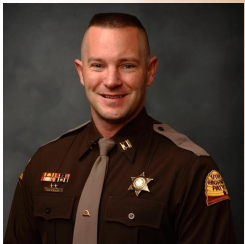
Major M. Zesiger
Asst. Superintendent



Colonel M. Rapich
Superintendent



Major J. Anderson
Asst. Superintendent



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Bureau 1

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Lt. M. Loveland
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Section 4

Lt. Bryce Kohler
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Lt. H. Watkins
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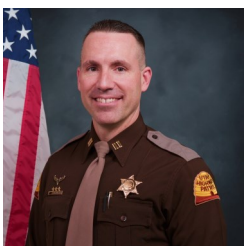


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Aero Bureau

Pilot B. Hutchings

Pilot K. Harrison

Pilot S. Rugg



Capt. J. Nigbur
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Lt. S. Judd
Section 8

Lt. A. Workman
Section 21



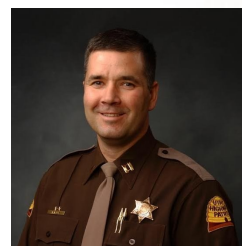
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Section 9

Lt. B. Rowser
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Lt. T. Roberts
Section 13

Lt. S. Robertson
Section 14



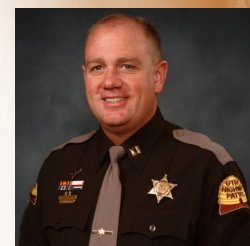
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Lt. S. Hinton
Section 12

Lt. J. Ricks
Section 17

Lt. R. Richey
Section 18



Capt. T. Trotta
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